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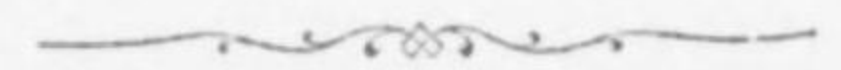


Fourth report  
of  
The Director General  
of the  
Imperial Government Telegraphs  
Japan,  
for 1878.

長局信電府政國帝本日

書告報四第

月六年一十同至月七年十治明自



FOURTH REPORT

OF

THE DIRECTOR GENERAL

OF THE

IMPERIAL GOVERNMENT TELEGRAPHS

JAPAN,

FOR

THE FISCAL YEAR ENDED JUNE 30th,

ELEVENTH YEAR OF MEIJI

(1878)

26  
295



26  
17

明治十八年九月十六日贈付

26-295



日本帝國電信局長

第四報告書

自明治十年 洋曆一千八百七十七年  
七月一日至同十一年 一千八百七十八年  
六月三十日

本年度ノ初ニ當テハ薩賊ノ勢大ニ沮喪ス  
ト雖モ猶日隅ノ間ニ逃遁シテ未タ勦滅ニ  
至ラス故ニ軍國ノ電線ヲ架スルヲ以テ最  
其急務トナシ而ノ亦鹿児島大分ノ兩線路  
モ未タ全ク備ハラサルヲ以テ前年度ニ繼  
テ專ラカヲ西南地方ノ工業ニ盡シ賊魁既  
ニ斃レ擾亂全ク平クニ及ツ迄前後相尋テ

IMPERIAL GOVERNMENT  
TELEGRAPHS.

*Fourth Report of the Director General, being for the year ending on the thirtieth day of the sixth month of the eleventh year of Meiji (30th June 1878).*

In July 1877 the Satsuma rebels still held the road between Hiuga and Osumi, but were demoralized, and not long after the struggle was terminated in favour of the Imperial troops, the leaders of the insurrection being killed and their bands dispersed — the Army telegraphs continued to render good service in the field — and the lines to Kagoshima and Oita were being expedited as far as possible.

It being probable that his Majesty the Emperor would visit the North-Western Provinces, every exertion was made



to complete the lines of telegraph in that direction, and though not actually finished at the date of this report every thing was in so forward a condition that a few days only would suffice to open up communication.

Since my last report there have been many extensions of our system to places not previously served, and a large proportion of the lines included in the entire scheme of national telegraphs has been substantially erected and brought into actual operation—the remainder is gradually being proceeded with—and the benefit to the public, foreign and native, of possessing means of rapid communication has been thoroughly exemplified.

The Telegraphic Congress in London being fixed in June 1878 I was ordered to proceed thither as the delegate from Japan, and I had set out on the journey accordingly, when the news was received of a postponement until 1879 having been decided upon. Although therefore the Conference has not yet taken place, the fact of our Government having decided to send a representative is illustrative of the sure and rapid growth of Western Civilization in this Country.

As mentioned in my previous Report, the extension of the permanent line from Kumamoto southwards to Kagoshima was

實用ノ功ヲ奏スルヲ得タリ又 車駕北陸東海兩道巡幸ノ令出ツルニ因テ北陸地方ノ線路  
モ亦其工業ヲ亟進シ而ノ竣功ノ期殆ト近キニ在ルヲ見ル抑前年來架線ノ工ヲ起スモノ最  
多ク而ノ其工概テ大事業ニ係リ非常ノ勉力ヲ以テ非常ノ速功ヲ顯シ海内ノ電線大ニ全備  
スルヲ得タリ加之開業ノ典ヲ行フテ直ニ海外ノ通信ヲ辨理シ且英國ニ於テ萬國電信ノ  
會議アルニ際シ我委員ヲ遣ハシテ其會場ニ臨マシムル爲メ顯正ヲシテ其任ニ當ラシムル  
アリテ會議ヲ延推シ中途ニシテ歸朝スト雖モ我國電信ノ事業隆昌ニ趣ギ此行アラシムル  
ニ至ルハ其文化ノ域ニ進入スルノ兆此ニ顯ハル、モノト云ハサルヲ得ンヤ嗚呼内外國人  
ヲシテ信ヲ電信ニ取ラシムルモノ其此時ニアルカ其此時ニアルカ

熊本電信  
分局ヨリ  
鹿兒島ニ  
至ルノ電  
線ハ前年  
ノ報告ニ  
記スルカ

urged onward as fast as circumstances would permit, keeping in the wake of the army, and communication was opened up with Yatsushiro in Higo and thence with Sashiki (3rd July) Kajiki (8th August) and Kagoshima (10th August) for Government messages only.

In the same way the temporary field telegraphs were carried forward with the Army, and offices were established for brief periods as under:—

- Yokogawa, opened 5th July and closed 11th August.
- Eano, opened 18th July and closed 21st.
- Kobayashi, opened 22nd July and closed 28th.
- Nojiri, opened 28th July and closed 11th August.
- Kamiya, opened 1st August and closed 3rd.
- Kajiki, opened 13th July, closed 20th August, re-opened 7th September and closed 2nd October.
- Tano-ura, opened 5th September and closed 16th October.
- Kokubu, opened 19th July and closed 4th August.
- Fukuyama, opened 27th July, closed 30th August, re-opened 6th September and closed 15th.
- Miyakonojō, opened 1st August and closed 6th October.
- Miyazaki opened 15th August, closed 28th, reopened 5th September and closed 6th October.

如ク官軍賊ヲ驅逐シテ益戰線ノ進ムニ隨ヒ柱ヲ樹テ線ヲ架シ線路日ニ進長シ既  
ニ肥後國八代ニ於テハ通信ヲ行ヒ八代ヨリハ一線トナシ同國佐敷ニ達シ更ニ大  
隅國加治木ヲ經テ八月七日遂ニ薩摩國鹿兒島佐敷ヨリ拾壹町ニ至ルマテ其工ヲ竣ス  
而ノ佐敷ハ七月三日加治木ハ八月八日鹿兒島ハ同月十日ヨリ皆官報ノ通信ヲ開  
ク此時ニ當テ賊徒連敗シテ日向地方ニ逃竄シ官軍ノ戰線大ニ進ムニ因テ軍團ノ  
電信モ亦タ其數ヲ增加シ肥隅兩道ヨリ日向各處ニ向テ陸續之ヲ建設シ横川七月五日  
一八月十日 飯野 七月廿一日 開  
小林 七月廿八日 開  
野尻 八月十日 開  
紙屋 八月三日 開  
加







Kagoshima and Oita, north and south. Offices were opened for Government messages at Miyakonojo and Miyazaki (6th October)—respectively 41 and 75 miles north of Kagoshima—and a junction between the two lines was finally effected and the work completed on the 20th October.

The office at Sashiki was closed on the 10th November that at Kajiki on the 31st January 1878, and that at Miyakonojo on the 12th of the same month.

Altogether the length of line provided for Military telegraphs, counting from the outbreak of the Satsuma rebellion, amounted to 511 English miles (206 last year, and 305 in this year) 53 offices were established (28 last year and 25 in this year), and 156 officers (112 last year, and 44 in 1877—78) of all ranks, Engineers, Operators &c.; formed the staff.

The line between Kokura and Oita, in Bungo, passing through Nakatsu in Buzen (vide last report) was rapidly extended southward with temporary stations at the latter places merely for Government purposes—the work was completed to Nakatsu on the 5th July, and as far as Oita on the 28th. The same staff was then directed (18th August) to carry on the work in the direction of Kagoshima, (as referred to in a previous paragraph), and accordingly did

官報ノ通信ヲ開キ十月二十日同國高鍋里七ニ達シテ大分ノ線ト連接ス後佐敷分局ハ十年十一月十日加治木分局ハ本年一月三十一日ヲ限り故アリテ之ヲ閉ツ抑開戦以來軍團ニ架スル所ノ線路總計貳百四里十町月六以前八拾貳里拾三町七月置ク所ノ信局五十三所八月以前七拾以後百廿壹里三拾三町

小倉電信分局ヨリ豐前國中津ヲ經テ豐後國大分ニ至ルノ線路モ亦西征ノ事ニ因テ工業ヲ督促シ而シテ前年度中ニアリテハ未タ中津ニ達セザリシカ七月五日其功ヲ竣シ同月廿八日遂ニ大分ニ達シ各假局ヲ設ケ小倉中津大分ノ三局連線直通

五拾軍團及九州地方ノ我分局ニ事務官吏建築通信兩

七月以後百拾四名ナリ

設ケ小倉中津大分ノ三局連線直通

so as far as Takanabe, about 84 miles, taking in Nobeoka on the way. This work was finished on the 13th November, the route between Nobeoka and Takanabe having presented unusual difficulties in the shape of rocky ground in which hole-digging became all but impossible.

The offices were opened for public traffic as under:—

Nakatsu	20th October.
Oita	" "
Nobeoka	15th December.
Miyazaki	" "
Kagoshima	" "

The erection of lines in the island of Shikoku was completed as far as Marugame and Takamatsu in Sanuki during the last fiscal year, with temporary stations at those places for the transmission of Government messages only. As it became very desirable to extend the communication in this island on account of the Kagoshima insurrection, the survey and construction of the line from Takamatsu to Tokushima in Awa (about 43 miles from Takamatsu), and from Marugame to Kochi in Tosa via Matsuyama in Iyo, was prosecuted with great rapidity, officers of the Engineering staff being despatched to each of those sections. The Tokushima portion having been commenced on the 3rd July and completed on the 5th December last, the

シ以テ軍機ノ急報ヲ便ニス又日向ヲ經テ鹿兒島ノ線ニ接續セシカ爲メ八月十八日大分ヨリ更ニ架線ニ着手シ日向國延岡分

四國電信線ハ前年度中ニ在テ讃岐國丸龜高松ニ架設シ假ニ二局ヲ開キ唯官報ノ通信ヲ行フ此時ニ方テ西南ノ亂未タ平カス地方ノ警備甚嚴ナルヲ以テ凡ソ事ノ緊急ニ係ルモノ皆電信ヲ資用セサルヲナシ於是更ニ工程ヲ急促シ高松ヨリ延テ阿波國德島十七里ニ及ボシ二線ヲ架シ丸龜ヨリ伊豫國松山ヲ經テ土佐國高知ニ至ルマデ亦二線ヲ架シ各分局ヲ置ント欲シ技手ヲ分派シテ其工業ニ擔任シ測量



contemplated progress through the North Western Provinces (as before alluded to) it became necessary to put forth special exertions to complete the chain of communications in that part of the Empire in good time. Various companies of Engineers and Workmen were therefore sent out, and the entire length split up into short sections proportionate to the strength of the staff and the time at disposal. Thus Uyeda having been reached on the 10th April, the portion beyond, to Nagano, was well advanced on the 30th June. Stations were opened from time to time as the works progressed, Urawa and Kumagai on the 1st October 1877, Takasaki and Mayebashi on the 15th October, Uyeda on the 1st May.

In the same way, in connection with His Majesty's visit, a line was undertaken between Otsu and Uwotsu, Etchuu, (215 miles) with stations at Tsuruga in Echizen, Fukui and Kanazawa in Kaga—this was commenced on the 3rd June in the Otsu section, on the 11th between Tsuruga and Fukui, Fukui and Kanazawa on the 14th, and towards Uwotsu on the 27th. Work was rapidly proceeding in all these sections on the date of this report and the line would probably be completed in two months. It was subsequently determined to connect Uwotsu with Imamachi

田ニ架線ス時ニ 車駕巡幸ノ令出ルヲ以テ更ニ工  
業ヲ急促シテ新洞ニ達セシムルヲ欲シ線路ヲ敷部ニ書  
シテ手ヲ分遣シテ各其工事ヲ擔任シ以テ成功ヲ競ハ  
シム然レ而シテ高崎ニ至ルマテハ九月十一日竣工上田  
ヨリ二十四間ニ至ルマテハ十一月廿一日起工本年四月  
十日成ル上田長野間ハ五月廿六日着手現ニ建築中ニ  
アリ是ヨリ以北新洞ニ至ルマテハ既ニ測量ヲ卒ルト  
雖モ未タ建柱ニ着手セズ其架線己ニ成ル所ノ地ハ皆  
分局ヲ設置シ浦和熊谷ハ十年十月一日高崎前橋ハ同  
月十五日上田ハ本年五月一日ヨリ通信ヲ開ク

大津電信分局ヨリ越中國魚津<sup>凡八拾</sup>ニ至ル  
ノ間ニ一線ヲ架シ越前國敦賀福井加賀國金  
澤及魚津ノ四處ニ各分局ヲ置ントス此工ヲ  
起ス所以ノモノモ亦タ 北巡ノ事アルニ  
因テ急ニ着手ニ決シ線路ヲ書シテ敷部トナ  
シ各枝手ヲ派遣シテ工事ヲ執ラシメ大津敦  
賀間ハ六月三日敦賀福井間ハ六月十一日福  
井金澤間ハ六月十四日金澤魚津間ハ六月廿  
七日ヲ以テ皆工業ヲ起シ遂ニ之ヲ連接シテ  
全備ナラシメント欲ス其日タル尙淺シト雖  
モ竣工ノ期立テ俟ツヘキナリ而シテ又魚津ヨ

office thereat was opened on the 15th of the latter month; and as the rebellion had meanwhile been entirely suppressed, the stations at Takamatsu and Marugame were opened for the public service from the 5th October. The section between Marugame and Matsuyama was commenced on the 6th March, and another section between Matsuyama and Kochi on the 25th February of this year. The road to Kochi passing through a very mountainous region, the work was rendered difficult of execution, and the line in this direction was not quite finished, but so nearly that only a very small proportion remained to be built, at the date of this report.

In the meantime the Government had decided to provide offices at Imaharu in Iyo and Muya in Awa, and consequently two wires were run up from Odera village on the Tokushima route to Muya, 8 3/4 miles, (19th December--23rd March), and an office opened on the 1st June. Imaharu had not been completed at the end of the fiscal year.

In the previous year the line directed towards Niigata had been completed to a point beyond Urawa and Mayebashi. Takasaki was subsequently reached in the present year, and Uyeda in Shinano. The Government having however issued notice of His Majesty's

架線井ニ施サシメ徳島線ハ七月三日起工十二月五日落成スルヲ以テ同月十五  
日之ヲ開局ス是ヨリ先キ九月賊亂平定ニ歸スルヲ以テ十月五日ヨリ丸龜<sup>初</sup>  
營中ニ分局ヲ假設セ 高松二局ニ於テ更ニ官私一般ノ通信ヲ開ク丸龜松山間ハ本年  
シカ後市街ニ移ス 三月六日起工松山高知間ハ二月廿日起工各其業ヲ施ス然レ而シテ高知ニ至ルノ道  
路ハ多ク山壑ノ間ヲ經由シテ石地路々柱ヲ樹ツル甚難シ兩線未タ竣工セスト  
雖モ工業既ニ十ノ八九ニ及ヘリ此線路ヲ設クルニ方テ伊豫國今治及阿波國撫  
養ニ各一局ヲ置クノ議起リ乃チ并セテ其工ニ着手シ高松徳島ノ間大寺村ヨリ  
枝線ヲ架ノ撫養<sup>八</sup>三<sup>十</sup>ニ至ル迄二線ヲ架シ十二月十九日着手本年三月廿三日  
落成シ六月一日ヨリ通信ヲ開ク今治ハ丸龜松山ノ間ニ在リ未タ落成ニ至ラス

新洞線ニモ亦タ前年  
ニ在テ工業ヲ起シ架  
線既ニ武藏國浦和及  
上野國前橋ニ達シ將  
ニ同國高崎ニ至ラン  
トス於是又工程ヲ進  
メ高崎ヨリ信濃國上



on the Niigata road, so as to make the circuit of those provinces completely.

Wires used for electric bell communication were provided in the Exhibition grounds at Uyeno (14th—19th September) also a lightning rod on the roof of the Fine Arts Museum.

The line to Hagi in Nagato was executed, starting from Yamaguchi—about 20 miles—(14th August—20th December) and an office was opened on the 1st January. The line is being carried on towards Hamada in Iwami and Matsuye in Idzumo—167 miles—at which places it is proposed to establish stations.

A fourth wire was provided throughout on the poles between Tokei and Nagasaki, having become necessary in consequence of increased traffic. The work was executed in the various districts as under:—

- No. 1 district 23rd September—18th October.
- " 2 " 1st July—14th January.
- " 3 " 5th December—21st April.
- " 4 " 1st October—25th March.

スセフテ無テ接今線リ  
ン便通端循續可路新  
トニ信以環シニノ洞

ム九架建棟ノ設ニ因會東  
ニ日線ツ上用備電リヲ於京  
及ニ至着九上トシシ以ヲ會府  
ンテテ手月ニニトナテ架場開  
テ成シ十四避ニナテ架場開  
ラル同四雷ニナテ架場開  
テ會月ヨ日柱又非常電門候  
撤止十リヲ館報急鐘ヲ處  
スニ止十リヲ館報急鐘ヲ處

ニトヲ松ヘヨ二置拾山  
建ス架江テテリ月ス四口  
築五架江石通廿此工電  
中月架江石通廿此工電  
ニ二架江石通廿此工電

東京長崎ノ間三百五十七  
ス此線ハ則チ第四線ニシテ一線ヲ増架  
央局ヨリ起シ横濱及大坂高麗橋ニ達  
倉ヨリ長崎ニ至テ止ム赤間關ニ至リ又小  
未タ第四線ヲ架セサルニ因テ姑テハ  
ク陸線ニ止ム其線ヲ架セサルニ因テ姑テハ  
書スル所ノ各區守成ノ主任者ヲ會テ區  
各其業ヲ執ラシメ第一區ハ十月九日  
二年七月一日着手十月十八日成  
第三區ハ十月一日着手十月十八日成

No. 5 district 26th August—31st January.

the ordinary maintenance staff being engaged. The cable in connection with this wire required at Shimonoseki straits had not been laid and thus it remained terminated at the stations in either side.

In Osaka, a line temporarily provided between Koraihashi office and the branch War office in connection with the Satsuma troubles, was taken down in October, on the other hand, a wire was connected to the castle instead—about 1 mile from Koraihashi office—(14th—22nd December) and fitted with the apparatus previously used at the War office.

At Kioto the temporary office which had existed at the Imperial Palace, (An-zai-sho) was abolished, upon the return of His Majesty to Tokei in July.

Shidzuoka new office was built upon the site of that burnt in December 1876—it was commenced in September and Completed on the 14th December.

Okazaki, in Mikawa, was opened for public traffic on the 15th November—intermediate upon the existing Nagasaki trunk line.

見以復ヲ未シ日ル十二十五月  
ルテ通以ッ在ヲ所一十六日  
ベ電信ノ遂ニ來ヲ逐以日成  
キ信ノ便之送ノ七ノ成日第  
ナリ盛捷ヲ用ニ三ノ月モル  
リ盛大ナ架充ニ線ヲ累ノハ  
ニニ架シクニ子ハ通ヲ本  
ニニ架シクニ子ハ通ヲ本  
ク亦テサテ増ノ年一十  
ヲ往ルハ殖數ス三

廿工然テ移テシノ十機ノ西  
二日年レ其ス用四高請年ハ大  
日年能新植ス井井町應ニ十賊  
竣未植ス所シ四應ニ十月賊  
功二タスル多ノ所四應ニ十  
ス月通ルモクハ會曾テ鎮寧  
十九信ヲハ爾斯機一事務營  
日實ハ僅植ニ基務處中ニ陸  
起行セ少仍一基務處中ニ陸  
業スノ仍一基務處中ニ陸  
同此ミリヲ於架省

廢ノ車局所所西十年  
ス後駕八所置京行在  
之東七ノ電置行在  
ヲ還月信夕夕夕  
ニ局年成四日  
因燒十成日  
テ亡二是至  
ナセセハ九  
リシハ九

建設テ路ハ之十一一三  
ス唯其ニアル長ヲ開月局河  
ル局線アル崎開ク月ヲ設國  
ノ一字由以沿此地十五日置崎  
ニ由以沿此地十五日置崎



In all about 5 miles 5 furlongs. Having in view the substantial character of the work done, and the comparative freedom from risk of fire &c. which the new line possesses, it may safely be assumed that there will be a considerable saving in the cost of maintenance and repair, as compared with the route previously adopted.

The erection of a brick building in a convenient position in Kobiki-cho, to be used as a Central Telegraph Station, was commenced in April 1877 and on the 5th December it was so far advanced that the internal fittings alone remained to be supplied, in order to render it complete and ready for the conduct of the traffic which had so far been carried on in a somewhat confined and ill-situated Office in Tsukiji.

All preparations having been made, the transfer was easily effected on the morning of the 25th March, and at noon of that day the Minister of Public Works officially opened the building, being accompanied in his visit by the vice Minister and various officials.

Although telegrams had actually been forwarded by the Government lines for some years previously, this had been done unofficially, and by the intermediation of the Great Northern Telegraph Company, for the convenience of the public; in

八代洲町ヨリ裏霞ヶ關拾六町拾  
三ニ至ルマテ増線ヲ架シ本  
年二月廿二日落成建築頗ル  
堅牢ニシテ線路最モ整齊シ  
守成ノ法ニ於テ實ニ其宜ヲ  
得タリト謂フ可シ

電信中央局ヲ府下木挽町ニ新築ス此工十年四月十日着手十二月五日ニ至テ成ル於是機械ノ擺設及各室ノ裝飾等既ニ整頓シ府下線ノ更築モ亦竣功スルヲ以テ二月廿五日工部卿自ラ大輔電信局長其他ノ諸官員ヲ率ヒテ中央局ニ臨ミ正午十二時開業ノ典ヲ行ヒ我各分局及在上海丁抹國電信會社ニ開業ノ旨趣ヲ電報シ爾後電信萬國公法ニ據リ我電信局ニ於テ直ニ海外各國ノ電報ヲ辨理送受ス抑電信創業以還年ヲ經ル尙淺ク通信ノ技建築ノ業等未タ熟達ニ至ラサル所アルヲ以テ是ヨリ先分局ヲ設

Bell's Telephones were imported from America in November and they were tried between the Public Works Department Tokei and the Yokohama Town office—a distance of about 20 miles. The Experiment being quite successful it was determined to bring these newly-invented instrument into use between the Public Works Department offices and the Imperial Palace at Akasaka, and wires were provided for the purpose (18th to 21st December) between those points—the distance being 1 mile 2½ furlongs—and conversation was carried on satisfactorily.

In my third report reference was made to the projected reconstruction of the local lines in Tokei, for which a new route had been surveyed; the actual building of this trunk line was commenced on the 24th October 1877 and was completed on the 22nd March of this year: Entirely new work was executed in connection therewith between the followings points:—

- Kobikicho Central Office and Yayosumachi.
- Yayosumachi and Nihonbashi do and Kanda Fukudacho.
- do and Ogawamachi.
- do and Urakasumigaseke.
- Ogawamachi and Yorodzuyobashi.

工部省ヨリ宮内省ニ至ルノ間十九町ニ二線  
ヲ架シ傳話機各一基ヲ設備ス此工十二月十日  
八日着手同月廿一日落成ス是我國ニ於テ傳  
話機ヲ用ルノ始ナリ傳話機ハ米國ノ新發明  
ニシテ十年十一月初メテ我國ニ入ル因テ本  
局ト横濱分局トノ間ニ於テ先ツ之ヲ試シ傳  
話意ノ如クナルヲ以テ乃チ此線ヲ架スルニ  
至レリ

東京府下線ヲ改架スルノ舉ハ第三報告書ニ略陳セシ如ク其測量ヲ卒リシヲ以テ即チ其位置ヲ踐ミ十年十月廿四日ヨリ起業木挽町中央局ヲ以テ起頭トナシ西八代洲町ニ至リ北日本橋及神田福田町警視第一方面第二署ニ至リ又八代洲町ヨリ小川町ニ至ルマテ之ヲ改築シ壹里二十五町三此ヨリ萬世橋ノ間八五町及







being to facilitate the maintenance of the Police System in that city. (May 11th—June 13th, Distance about 9 miles).

In Tokei, the Home Department and the Central Police Station were joined by a wire on new poles, fitted with telephones. (May 16th—17th— $\frac{1}{4}$  mile.)

Mitajiri, in Suwo province, was opened on the 15th June, an office having been erected, and a wire provided on new poles for 1 mile and on existing poles for 10 miles, connecting it with Yamaguchi. (24th April—5th June.)

On the 25th June Ishinomaki, in Rikuzen, was opened as a public message station. A new line of poles and one wire connects this place with Sendai—33 miles distant. The construction occupied from the 25th April until the 11th June.

The country was surveyed during April and May for a one-wire new line between Yamagata and Sakata in Ugo, via Yokote and Akita, about 185 miles, with a station at each town; operations having previously been retarded by deep snow. The actual construction was begun on the 15th June, and was still proceeding on the date of this report.

六月十三日竣功其柱杆ハ或ハ新植ニハ十二三或ハ十六間一里ニ増架ス四三丁皆線路ノ位置ニ因テ之ヲ施セ

内務省ト警視本署十三町二ノ間一線ヲ架シ西處ニ傳話機ヲ設備ス此工本年五月十六日着手翌十七日落成ス

周防國三田尻ニ一局ヲ設置ス其線路ハ長崎線沿道ニ就テ宮市ヨリ折シテ一線ヲ新架シ六間一宮市ヨリ山口ノ間ニ一線ヲ増架ス四里二十九間此工本年四月廿四日着手六月五日竣功同月十五日ヨリ通信ヲ開ク

仙臺分局ヨリ陸前國石卷十三里一町ニ一線ヲ架ス此工本年四月廿五日着手六月十一日落成一局ヲ設置シ同月廿五日之ヲ開ク

山形電信分局ヨリ羽後國横手秋田ヲ經テ同國酒田六丁餘ニ至ルノ間ニ一線ヲ架シ以テ其三處ニ分局ヲ置カントス此地積雪甚深キヲ以テ先ツ架線ノ準備ヲナシ雪融スルニ及ンテ本年四月始テ實地ヲ測量シ尋テ六月一日ヨリ建築ノ工ヲ起シ今現ニ施業中ニアリ

In Tokei, the new building of the 1st division of police, 4th section, having been completed at Nakabashi, it was connected by a new-pole line with the Central Police Station. The line to the office in Sakamotocho, (temporarily made use of after the destruction by fire of the original station in Iri-funcho Tsukiji,) was abandoned. (May 20th—23rd).

The 5th division police, 5th section, having established a new station at Shitaya Kanasugimachi, it was connected with the main system in lieu of the office which had previously existed on the Senjiu-Yeki premises. (15th—22nd January).

In order to diminish the risk of damage by fire, the line of wires between Asakusabashi and Asakusa Office was transferred to the Bakuro-cho, on the opposite river bank (Muko-riyogoku) and carried forward by way of Hanakawado machi—distance 2 miles 830 yards.

The original office at Awomori, burnt in April 1877, was replaced by a new building on the proper site,—Completed 11th June 1878.

During the fiscal year now under review about 1367 $\frac{1}{2}$  miles of line, carrying in all 1533 $\frac{3}{4}$  miles of wire were newly constructed or rebuilt. 32

警視第一方面第四分署ヲ中橋ニ築クニ因テ警視局ヨリ架線シ十九間電信分局ヲ此ニ置ク該署ハモト築地入舟町ニアリテ罹災ノ後坂本町ニ仮設セシモノヲ今此ニ轉移セリ本年五月廿日起工同月廿二日落成ス

同第五方面第五分署ヲ下谷金杉町ニ定置スルニヨリテ下谷車坂町ヨリ架線シ二十間六千住ノ分署ニ在リシ所ノ電信分局ヲ此ニ徙ス本年一月十五日日起工同月廿二日落成ス

淺草電信分局ニ至ルノ線路ハ舊ト淺草橋ヨリ直線ヲ以テ局ニ連達セシカ通衢ノ間時々火災ノ患アリ故ニ改テ馬喰町ヨリ向兩國ノ河邊ニ沿ヒ花川戸町ヲ經テ局ニ至ラシム一里二間此工本年四月十七日着手六月十五日竣功ス

本年六月青森分局ノ築造成ル是ハ十年四月舊局燒亡ニ因リ之ヲ新築ス

此一周年間新ニ電線ヲ架シ及増線ノ架スル所五百四十四里十七町十長スルハ六百七十二里三局ヲ開ク三十二處戰地



Stations were opened. (exclusive of two on the battle-field, for Government messages only). In addition to these 511 miles of line and 53 offices were provided for the Army telegraphs.

The expeditions of 1875 and 1876 having proved unsuccessful in the attempted repairs of the defective Tsugaru Straits (Hokodate) cables, for want of proper appliances, it was resolved to make a final effort and the Great Northern Telegraph Company's repairing steamer "H.C. Orsted" was chartered for the work. On this occasion the operations were brought to a satisfactory termination, and the communication through both cables was restored on the 13th July 1877. A test of the insulation taken immediately after gave fair results.

In June the Shikoku cable was interrupted, but communication was restored on the 26th of that month—the damage had apparently been occasioned by a boat's anchor.

A considerable amount of repair work was carried on throughout the year on the trunk lines North and South—being necessitated by the decay of timber, fire, storm, &c.—but, save in the few cases detailed hereafter, special mention is not necessary.

ニ於テ唯官報ノ  
爲ニ暫ク置局ス  
ルモ二處其他  
電鐘傳話機等ヲ  
設クモ軍團若干  
架スル所ノ線置  
クスルハ前ニ  
記スルカ如ク其  
總路ノ舉グルニ  
線路二百四十三  
町置局五十三處

十年七月津輕海峽ノ沈線ヲ修理ス初メ此線  
ノ損害ヲ生シ電氣ノ感通セサルヤ明治八年  
其修繕ニ着手シ纜ニ其原由等ヲ測知シ九年  
八月再ヒ之ニ着手スト雖ニ其器具未タ完備  
セサルヲ以テ竟ニ其功ヲ遂ルニ能ハス於是  
大北電氣會社ノ派船及社員電氣學士ボ  
ル氏ヲ備使シテ其修繕ニ從事セシメ七月四  
日ニ着手シ同月十三日ニ至テ盡ク成ル因テ  
福島及今別ノ線室ニ於テ電氣ノ流感ヲ試験  
シ其全通ヲ得タリ即チ舊ニ復シテ電報ノ通  
信ヲ行フ

本年六月四國  
海線ニ阻得ヲ  
生シ電氣中絶  
ス因テ速ニ之  
ヲ修理シテ同  
月廿六日ヨリ  
通信舊ニ復ス  
蓋其害處ハ船  
錨ニ抵觸セシ  
ニ因テ之ヲ截  
斷セシモノハ  
如シ

此他長崎線及青森線  
各區中柱杆ノ腐朽及  
器械物品ノ毀損セシ  
モノ或ハ道路ノ障得  
トナルモノ或ハ風水  
火災ニ罹リシモノ等  
ヲ更築修理スル無慮  
數十項アリ今唯其數  
件ヲ摘載シテ以テ大  
概ヲ示スノミ

About 45 miles of the entire section lying between Toyohashi and Kobe were repaired, in continuation of the work commenced in 1875.

The renewal of the trunk line between Kobe and Shimonoseki, also commenced in 1875 was completed. Some important river crossings were executed in connection therewith—notably those of the Kawabe, Shojo, Yoshi, Teno and Une rivers.

Between Idzuchi-village and Koyetoi the main line was reconstructed by a new and better road.

The remaining portions of the Nagasaki and Kokura main line, lying between Saga and Fukuoka, were repaired—thus completing the works on that locality.

Direct communication between Nagasaki Kumamoto and Kagoshima having been found to be desirable, it was effected by connecting two of the wires together at the Saga office.

In continuation of the works begun in 1876-77, a further portion of about 62 miles was thoroughly repaired between Tokei and Sendai.

In the Sendai and Awomori district about 35 miles were completely repaired, about 70 resurveyed, and about 100 miles temporarily restored pending the final renewal.

神戸豊橋 神戸赤間開間ニ  
間ニ於テ於テ八年中起業  
八年中修セシ修築ノ残工  
築ノ残工及ヒ川邊吉井正  
ヲ竣ルモ 條手野有年等河  
ノ里程凡 川樹柱ノ修理悉  
十八里 夕竣功ス 築ス  
廣島縣下 佐賀福岡間多  
井口村ヨ 少ノ朽柱ヲ交  
リ小已斐 換スルニ方リ  
ニ至ルノ 線路ヲ改築シ  
間新道開 盡ク落成ニ及  
通ニヨリ ヲ於是長崎小  
線路ヲ更 倉間ノ修理全  
夕竣ル 島ノ兩分局ニ  
直通ス  
本年六月長崎  
線ノ第一番線  
ヲ熊本ノ第二  
番線ニ接續シ  
佐賀分局ノ中  
繼ヲ廢シ長崎  
ヨリ熊本鹿兒  
島ノ兩分局ニ  
十五里  
ノ残工ヲ竣  
ルモノ凡二  
業セシ修築  
十年ノ間起  
該區中線路ヲ  
改修スルモノ  
凡廿八里及器  
械物品等ヲ更  
換シ以テ之ヲ  
整理スルモノ  
凡十四里  
東京仙臺間  
ニ於テ九年  
於テ假ニ修繕  
ヲ加フルモノ  
凡四十里又夕



TARIFFS.

The following Addenda to the published tariff of charges upon messages &c. were issued on the dates given:—

November 1877.

For Japanese messages between Okazaki and Nagoya or Toyohashi, 6 sen.

For European messages 25 sen.

For Japanese messages from any station North of Toyohashi to Okazaki 1 sen to be added to the Toyohashi rate, and from any station South of Nagoya to Okazaki 1 sen in addition to the Nagoya rate.

For European messages from any station North of Toyohashi to Okazaki the same rate as to Nagoya, and from any station South of Nagoya to Okazaki the same rate as to Toyohashi.

December 1877.

For Japanese messages from Hagi to Yamaguchi 7 sen. For European messages 25 sen.

For Japanese messages from any station North of Yamaguchi to Hagi the same rate as to Shimoneseki, and from any station South of Yamaguchi to Hagi the same rate as to Hiroshima.

For European messages from any station North of Yamaguchi to Hagi the

金 貨 信 電

明治十年十一月東京以西電信表中  
如シ  
岡崎分局ヨリ隣局名護屋及豊橋へハ和文一音信料金六錢  
豊橋以東各分局ヨリ岡崎へノ同一音信料ハ豊橋ノ料金ニ金  
壹錢ヲ加へ名護屋以西各分局ヨリハ名護屋へノ料金ニ金壹  
錢ヲ加フ  
岡崎分局ヨリ隣局名護屋及豊橋へハ歐文一音信料金貳拾五  
錢  
豊橋以東各分局ヨリ岡崎へノ同一音信料ハ名護屋ト同シ  
名護屋以西各分局ヨリハ豊橋ト同シ

同年十二月同表中ニ追加スル  
左ノ如シ  
萩分局ヨリ隣局山口へハ和文  
一音信料金七錢歐文同金貳拾  
五錢  
山口以東各分局ヨリ萩分局へ  
ノ和歐文音信料ハ赤間關ト同

same rate as to Shimoneseki, and from any station South of Yamaguchi to Hagi the same rate as to Hiroshima.

March 1878.

For Japanese messages between Kuwana and Nagoya or Yokkaichi 6 sen, and for messages to Tsu 8 sen.

For European messages between Kuwana and Nagoya or Yokkaichi 25 sen, and for messages to Tsu 50 sen.

For Japanese messages from Tokei or any other station South and North of Kuwana 1 sen to be added to the Nagoya rate.

For European messages from any station North of Nagoya to Kuwana the same rate as to Gifu, and from any station South of Nagoya the same rate as to Toyohashi.

It was notified that on and after the 15th April 1878 the addresses and signatures of Japanese messages, which up to that date had been transmitted free, would thence forward be charged for at the same rate as the words forming the body of such telegrams.

On and After the 1st May 1878 the terminal charge for International messages sent from or to any station in Japan

シ 島 分 以 山  
ト ハ 局 西 口  
同 廣 ヨ 各

本年三月同表中ニ追加スル  
桑名分局ヨリ隣局名古屋及四日市へハ和文一音信  
料金六錢津へハ同金八錢  
東京其他東西各分局ヨリハ名古屋ノ料金ニ金壹錢  
ヲ加フ  
桑名分局ヨリ隣局名古屋及四日市へ歐文一音信料  
金貳拾五錢津へハ金五拾錢名古屋以東各分局ヨリ  
ハ岐阜ト同シ名古屋以西各分局ヨリハ豊橋ト同シ

内國和文音信ノ 五月一日  
住處姓名ハ從前ヨリ海外  
賃金ヲ課セス四通信料ハ  
月十五日ヨリ本從前ノ割  
文同一ノ割合ヲ合テ廢シ  
以テ其賃金ヲ課 日本國內  
何局ニ於



was fixed at 20 cents per word —instead of the rates previously in operation.

In the month of June 1878 the Stations at Muya and Mitajiri having been opened, the charges for messages were fixed as follows:—

For Japanese messages between Muya and Takamatsu or Tokushima 7 sen.

For European messages 25 sen.

For Japanese and European messages from any station, in the island of Shikoku and at South or North of Okayama to Muya the same rates as to Tokushima respectively.

For Japanese messages between Mitajiri and Hiroshima or Yamaguchi 6 sen.

For European messages 25 sen.

For Japanese messages from any station North of Hiroshima to Mitajiri 1 sen to be added to the Hiroshima rate, and from any station South of Yamaguchi to Mitajiri 1 sen in addition to the Yamaguchi rate.

For European messages from any station North of Hiroshima to Mitajiri the same rate as to Yamaguchi, and from any station South of Yamaguchi the same rate as to Hiroshima.

ト定ム 銀廿錢 一語墨 料ハ毎 其通信 スルモ テ發着

六月撫養三田尻ノ二分局開業通信料ヲ定ム  
撫養分局ヨリ隣局高松及徳島へ和文一音信料金七錢歐文同金貳拾五錢  
四國中其他岡山以東以西各分局ヨリ撫養へノ和歐文音信料ハ徳島ト同シ  
三田尻分局ヨリ隣局廣島及山口へハ和文一音信料金六錢  
廣島以東各分局ヨリ三田尻へハ廣島ノ料金ニ金壹錢ヲ加へ山口以西各分局ヨリハ山口へノ料金ニ金壹錢ヲ加フ  
三田尻分局ヨリ隣局廣島及山口へ歐文一音信料金貳拾五錢  
廣島以東各分局ヨリ三田尻へハ山口ト同シ山口以西各分局ヨリハ廣島ト同シ

Also in June.

For Japanese messages between Ishinomaki and Sendai 7 sen and for messages from Tokei or any other station to Ishinomaki 2 sen in addition to the Sendai rate.

For European messages between Ishinomaki and Sendai 25 sen and for messages from Tokei or any other Station South of Sendai to Ishinomaki the same rate as to Ishinomaki, and from any station North of Sendai to Ishinomaki the same rate as to Fukushima.

In addition to the foregoing various addenda to the tariffs in respect of the Shikoku, Niigata and Kagoshima lines were published, and are included in the Appendices A, B, C, and D.

### EDUCATION OF NATIVE OPERATORS.

At the commencement of the last fiscal year, 107 of the candidates were selected and entered upon a course of training at the Shiodome school: In consequence, however, of the opening of lines in Shikoku, Niigata, Oita &c., as well as to supply the existing offices, and also the Military system, 60 others were admitted in September, and 80 more in

是月東京以北電信表中 八年三月ノニ追加スル左  
ノ如シ  
石ノ卷分局ヨリ隣局仙臺へ和文一音信料金  
七錢  
東京其他各分局ヨリ石ノ卷へノ料金ハ仙臺  
ノ料金ニ金貳錢ヲ加フ  
石ノ卷分局ヨリ隣局仙臺へ歐文一音信料金  
貳拾五錢仙臺以南東京ヨリ石ノ卷へハ一ノ  
關ト同シ仙臺以北各分局ヨリハ福島ト同シ

此他四國新潟  
及鹿兒島大分  
線各分局ノ爲  
ノ定ムル所ノ  
賃金ハ甲乙丙  
丁ノ別表ニ載  
ス

### 技術教育

技術生徒ハ前年中ニ在テ百  
七名ヲ撰ヒ入校セシムト雖  
モ當時鹿兒島逆徒ノ亂未  
止マサルヲ以テ九州地方  
各分及軍團ニ用ル者多  
ナルニテ新設モ亦  
分等ノ如キ新架設スル  
ヲ多ク爲ニ員ヲ要スル  
最モ急ナルヲ以テ九月  
六名増募シ令テ十月  
月之ヲ入校セシムル  
三月架線ニ置局ノ數ヲ募  
スル



March 1878—they were sent out from time to time to act as operators at Stations, or as "first class" students to gain practical experience. The total number receiving tuition at the date of this report was 149.

In my first report I referred to the fact of 114 operators having been engaged for a term of 4 years from 1873. The term having expired in July 1877, six of them resigned the service, but 108 were re-engaged. The regulations under this head have since been revised.

In January 1878 a Telegraph Engineering School was established at the Shiodome depot, and native officers of the Engineering Staff, as well as operators and Students, were thoroughly instructed in their duties in this branch. The Engineering Staff officers, intended ultimately to act as Inspectors &c., were taught the surveying, construction, and outdoor work generally, as well as the requirements of indoor supervision in the various offices, whilst the operators received training in the indoor branch merely.

**EXPENDITURE.**

In accordance with Revised Regulations issued in September 1876, the new system of

ノ令ヲ發シ六月之  
ヲ入校セシム然而  
ノ其優等者ハ技  
手トナシ又ハ一級  
從事セシメル者ニ  
修生ニ昇ル者ハ分  
局ニ出勤セシム故  
ニ本年六月二十日  
ノ清查ニヨリ學  
者一百四十九名ナ  
リ

第一報告書ニ載スル所  
ノ舊生徒ト稱シ六年八  
月以後滿四年ヲ以テ奉  
職ノ期ト定ムル者十年  
七月即チ其期ニ至ル總  
員一百十四名而ノ内百  
八名ハ勤績シ六名ハ辭  
職ス因テ更ニ滿期後奉  
職ノ規則ヲ設ケテ其職  
務ニ從事セシムルハ故  
如シ

本年一月潮留解舎中ニ電信建築學校ヲ置  
キ技手及修技生ヲ擇ンテ入校セシメ以テ  
之ニ測量建柱接線電池調製器械運用等ノ  
方法ヲ教授ス此法ハ内外ノ二料ニ分チ而  
ノ線路改役ノ任ニ當ルモノニハ兩ツナカ  
ラ之ヲ傳習セシメ通信技術ノモノニハ唯  
内料ノミヲ學ハシム

**額金費經**

明治九年九月  
公布各月  
應作業  
費區分  
工程改  
正ニ因  
リ本年  
度七月  
十一月  
一十  
月六日

keeping accounts was brought into operation in the fiscal year now under notice, the expenditure being classed under three heads, viz:—

- I. Control—(general expenses of the Kobusho Head Office). \*
- II. Maintenance—(ordinary working expenses at stations, repair of lines, &c.).
- III. Construction—(building new lines, new offices &c.).

The charges under class II to be defrayed by the receipts for message traffic, or should there be a deficiency, by a Capital fund specially reserved. The estimated expenditure was as under:—

Class II Maintenance Yens 298,540.00.  
Class III Construction .. 194,983.63.

The amount of receipts for message traffic was only estimated at Yens 200,500, and thus there was a prospective deficiency of Yens 98,040 as compared with the expenditure under class II. To cover this the Reserve fund was fixed at Yens, 120,000.

\* [The expenditure under class I is not shown in the present report, but under it were included such items, as:—Salaries, Travelling expenses and House allowances of Native and Foreign staff engaged at the Head office; Clothing and Boarding allowances to Native operators; (paid by the chief accountants department). These sums were included in the general account of the Kobusho.]

ヨリ實際施行シ従前費目ノ唱ヲ改メ本局ニ屬スル費用ヲ定額常費トシ各分局常費各線守成等開業以後平常ニ關スル諸費ヲ以テ營業トナシ各線新築等ニヨリ器械購入家屋建築其外總テ創起ノ業ニ屬スル諸費ヲ以テ興業トナス而シテ營業ハ作業收入金ヲ以テ數回運換シテ之ニ支用シ其不足ハ豫テ備フル所ノ資本金ヲ以テ之ヲ支辨ス即チ本年度豫算及現費ノ額左ノ如シ然レト本局ニ屬スル内外人月給旅費宿料技手衣服料諸賄料ノ類ハ會計局ヨリ之ヲ支出シ需用費ハ倉庫局ノ支出ニシテ所謂定額常費ナルモノハ皆本省中ノ合算ニ係ルヲ以テ此ニ其額ヲ記載セス  
豫算額ハ興業費金拾九萬四千九百八拾三圓六拾三錢壹厘營業費金貳拾九萬八千五百四拾圓作業收入金貳拾萬五百圓トス則チ收入金ヲ以テ營業費ニ對照シテ金九萬八千四拾圓ノ欠額アリ因テ資本金拾貳萬圓ヲ備ヘテ之ニ充ツ



The actual expenditure for the year was as follows:—

Class II Maintenance	Yens	444,224.86.
Class III Construction		193,770.40

and the

\* Receipts Yens 395,410.36.

Thus the actual deficiency was 48,814.51 and this was met by the Reserve-fund.

A farther charge on the Reserved fund of 7,558.67 was made in respect of the special expenses attendant upon the official opening ceremonies and the probable travelling expenses of the delegate to the International Telegraph Congress in London, whose journey was, however, delayed, the meeting having been postponed.

The total expenditure thus amounted to be 645,553.94—an increase upon the previous year's total of 11,765.13.

Up to the end of the year un-

\* [In the Receipts are included 334,944.24 for messages, the remainder being derived from sundry other sources.]

現収入金及實費金額ハ興業費金拾九萬三千七百七拾圓四拾錢貳厘  
 中現ニ支出スルモノナリ 則チ豫算額ヨリ減少スルノ金千貳百拾三圓貳拾貳錢九厘トス  
 金四拾四萬四千貳百貳拾四圓八拾六錢五厘 是レハ各電信分局常費各線  
 九萬五千四百拾圓三拾五錢八厘 內音信料金三拾三萬四千九百四拾四圓二拾四錢  
 以テ營業費ニ支辨シテ其不足ヲ生スルノ金四萬八千八百拾四圓五拾錢七厘即チ  
 資本金ノ欠額トナル又額外常費金七千五百五拾八圓六拾七錢壹厘 是レハ電信開業式  
 議ニ付出張官員途中マテ 住居諸費別業支出ノ分 アリ此興業營業兩費及額外常費ヲ合計シテ金六拾四萬五千  
 五百五拾三圓九拾三錢八厘ナリ

前記實費金額金六拾  
 四萬五千五百五拾  
 三圓九拾三錢八厘  
 ヲ以テ九年七月一  
 日ヨリ十年六月三  
 十日ニ至ル一年  
 間ノ現費及別額決  
 算金ヲ合算セシモ  
 ノニ比較スレハ其  
 增加金壹萬七千七  
 百六拾五圓三錢四  
 厘ナリ又第三報費  
 ニ登記セシ連年費

der review the total Expenditure from the earliest date of commencing the work had been Yens 3,551,209-90.

### TRAFFIC AND RECEIPTS.

During the year, there were transmitted:—

- 998,559 Japanese messages, (63,057 "on service").
- 28,431 Foreign messages, (7,682 "on service").
- 18,452 International messages (609 "on service").

The receipts amounted to Yens 344,017.44.2. [\*]

Compared with the previous year there was an increase in the number of messages of 364,503 and in the receipts of Yens 112,661.90.

From the earliest date of opening up to the 30th June 1878 the aggregate receipts had been Yens 990,343.50. and the total number of messages transmitted 3,187,727.

\* [The above figures include 48,448 Japanese and 594 Foreign messages passing over the Colonization Department's lines in Yezo, for which that Department held a sum of 9,072.19.9.]

用金ノ總計金  
 貳百九拾萬五  
 千六百五拾六  
 圓餘ニ本年度  
 ノ費額ヲ加算  
 スレハ則チ創  
 業以還本年六  
 月三十日ニ至  
 ルマテ通計金  
 三百五拾五萬  
 千二百九圓九  
 拾錢餘ナリ

### 金納收及數信音

明治十年七月一日ヨリ十一年六月三十日ニ至ル一周年間ニ寄送セシ音信數和  
 文ハ九拾九萬八千五百五拾九通 內官私報九拾三萬五千五百一拾通 歐文ハ貳萬八千四百三拾  
 壹通 內官私報二萬七千四百九拾九通 海外電報壹萬八千四百五拾貳通 內官私報壹萬七千八百  
 收納總計金二拾四萬四千拾七圓四拾四錢貳厘ナリ 此內北海通發信電報和文四萬八千四  
 四通而ノ其收納額ヲ分收シテ開括使  
 ノ收入金九千七百七拾三圓九拾九錢九厘  
 右一周年間ノ音信數及收納金ヲ前年度間ニ比較スレハ音信數ノ増殖ハ三拾六  
 萬四千五百三拾通收納金ノ增加ハ金拾壹萬貳千六百六拾壹圓九拾錢餘ナリ  
 第三報告書ニ登記セシ連年總計金六拾四萬六千三百廿六圓六錢餘ニ本年ノ收  
 納金卅四萬四千拾七圓四拾四錢餘ヲ加算スレハ通計金九拾九萬九千九拾五圓  
 五拾錢餘ナリ又連年ノ音信數總計貳百拾四萬貳千貳百八拾五通ニ本年ノ總計  
 百四萬五千四百四拾二通ヲ加算スレハ通計三百拾八萬七千七百貳拾七通ナリ







Table showing the actual number of Officers and Employes on the 30 June 1878.

ADMINISTRATION.

Japanese Officers, (Sonin rank) ....	4
— Do — (Hannin rank) ....	57
— Do — (Togai rank) ....	58
European Officers ....	4
Other Employes ....	23
	<u>146</u>

COMMERCIAL STAFF.

Japanese Officers (Hannin) 161
— Do — (Togai) 259
European Officers .... 8
Students .... 192
Messengers .... 234
<u>854</u>

ENGINEERING STAFF.

Japanese Officers (Hannin) 87
— Do — (Togai) 25
European Officers .... 14
Students .... 18
Linemen and Workmen .... 266
<u>410</u>

Total 1410.

表 員 現

四	任 类	事 務
七 五	任 判	
八 五	外 等	
四	人 國 外	
三 二	屬 附	
六 四 一	計 合	
手 技 他 其 築 建		手 技 信 通
七 八	任 判	一 六 一 任 判
五 二	外 等	九 五 二 外 等
四 一	人 國 外	八 人 國 外
八 一	生 技 修	二 九 一 生 技 修
六 六 二	人 守 看 兼 夫 工	四 三 二 使 駁
〇 一 四	計 合	四 五 八 計 合
〇 一 四、一		計 通







APPENDIX B.

Tariff for European and Japanese messages,  
issued 2nd October 1877.

For Foreign and Native messages between Okayama and any station in Shikoku Island the rates to be as shown by the table attached.

For both kinds of messages from any station north of Okayama to Marugame, the rates to be the same as to Hiroshima; For those from the same station to Matsuyama and Takamatsu, the same rate as to Yamaguchi; and for messages from the same stations to Uwajima, Kochi and Tokushima, the same rate as to Shimonoseki.

For Foreign and Native messages from any station south of Okayama, and Marugame, to be the same rate as to Kobe.

For those from the same stations to Matsuyama and Takamatsu, the same as to Osaka and for messages between the same stations and Uwajima, Kochi or Fukushima the same rate as to Sakai.

					Okayama	Okayama
					0.09	0.09
				Marugame	0.09	0.09
					0.07	0.11
				Takamatsu	0.07	0.11
					0.09	0.11
				Matsuyama	0.09	0.11
					0.11	0.13
				Tokushima	0.11	0.13
					0.13	0.13
				Uwajima	0.13	0.13
					0.09	0.13
				Kochi	0.09	0.13

(The above rates are in Yens and those indicated by red ink are for European messages.)

乙號

和文

電信賃錢表

朱書歐文

									岡山
									丸龜
									高松
									松山
									徳島
									宇和島
									高知

一岡山分局ヨリ四國中各分局へ  
ノ一音信料ハ和歐文トモ表面ノ通々  
ルヘシ

一岡山以東各分局ヨリ丸龜分局へノ和歐文音信  
料ハ廣島分局ト同シ松山高松兩分局へハ山口分局ト  
同シ宇和島高知徳島ノ三分局へハ赤間關分局ト同シ

一岡山以西各分局ヨリ丸龜分局へノ和歐文音信料ハ神戸分局ト同シ松山高知兩  
分局へハ大坂分局ト同シ宇和島高知徳島ノ三分局へハ堺分局ト同シ

明治十年十月二日



APPENDIX C.

Tariff for European and Japanese messages issued 17th October 1877.

For Japanese messages from any station north or south of Kokura to Nakatsu and Oita 2 sen and 4 sen respectively to be added to the rates for Kokura.

For European messages between Nakatsu and any station north of Kokura, the same rate as to Fukuoka, and those to Oita the same as to Saga; from any station south of Kokura to Nakatsu the same rate as to Shimonoseki, and for messages to Oita the same rate as to Yamaguchi.

		Kokura	Kokura
	Nakatsu	0.07	Nakatsu
Oita	0.07	0.09	Oita

(The above rates are in Yens and those shown in red ink are for European messages)

丙號

和文

電信賃錢表

朱書歐文

		小倉	中津	大分
	小	七錢	七錢	九錢
	中	廿五錢	廿五錢	廿五錢
大	大	廿五錢	廿五錢	廿五錢

一 小倉以東以西各分局ヨリ中津へノ和文一音信料ハ小倉へノ料金

ニ 貳錢ヲ加へ大分へハ四錢ヲ加フ

一 小倉以東各分局ヨリ中津へノ歐文音信料ハ福岡ト同シ大分へハ

佐賀ト同シ小倉以西各分局ヨリ中津へハ赤馬關ト同シ大分へハ

山口ト同シ

明治十年十月十七日



APPENDIX D.

Tariff for European and Japanese messages issued 13th December 1877.

For European and Japanese messages between Oita and Nobeoka or Miyazaki, and from any station south of Kokura to Nakatsu, Oita, Nobeoka or Miyazaki, the rates to be the same as shown by the table attached.

For Japanese messages from any station north of Oita to Nobeoka or Miyazaki, two or four Sen respectively to be added to the Oita rate.

For Kagoshima messages the rule laid down in Appendix E of the first Tariff issued is to be applied.

For European messages from any station south of Kokura addressed to Nobeoka the same rate as to Kurume and for Miyazaki the same as the rate to Kumamoto. (Exception. Nakatsu will charge 50 Sen to Nobeoka, and 1 Yen to Miyazaki or Kagoshima.

	Oita		Oita
	Nobeoka	0.07	Nobeoka
		0.25	
	Miyazaki	0.07	Miyazaki
		0.25	
		0.09	
Kagoshima	0.07	0.09	Kagoshima
	0.25	0.25	

	Fuknoka	Saga	Kurume	Kumamoto	Yatsushiro	Nagasaki
Nakatsu	0.68	0.10	0.12	0.15	0.15	0.12
	0.50	0.50				
Oita	0.10	0.12	0.14	0.15	0.13	0.14
	1.00	1.00	1.00	1.50	1.00	1.00
Nobeoka	0.12	0.14	0.15	0.13	0.11	0.16
	1.00	1.00	1.00	1.00	1.00	1.50
Miyazaki	0.14	0.15	0.13	0.11	0.09	0.17
	1.00	1.00	1.00	1.00	0.50	1.50

(The above rates are in Yens and those shown in red ink are for European messages)

丁號

和文 電信賃錢表

朱書 歐文

一大分ヨリ延岡及ヒ宮崎へノ和歐文音信料  
并ニ小倉以西各分局ヨリ中津以下三分局  
へノ和歐文音信料ハ表面ノ通タルヘシ  
一大分以東各分局ヨリ延岡以下各分局へノ  
和文一音信料ハ一分局ヲ經ル毎ニ貳錢ヲ  
増シ拂フヘシ

但小倉以東以西各分局ヨ  
リ鹿兒島分局へハ明治八  
年本省第五號布達ノ通  
タルヘシ  
一小倉以東各分局ヨリ延岡へ  
ノ歐文一音信料ハ久留米ト  
同シ宮崎へハ熊本ト同シ

但中津ヨリ延岡へハ金五拾錢宮崎及鹿兒島へハ金壹圓ヲ拂フヘシ  
明治十年十二月十三日

宮崎	延岡	大分	中津	至
拾四錢	拾貳錢	拾錢	八錢	福岡
拾五錢	拾四錢	拾貳錢	拾錢	佐賀
拾三錢	拾五錢	拾四錢	拾貳錢	久留米
拾壹錢	拾三錢	拾五錢	拾五錢	熊本
九錢	拾壹錢	拾三錢	拾五錢	八代
拾七錢	拾六錢	拾四錢	拾貳錢	長崎

大分	延岡	宮崎	鹿兒島
七錢	九錢	拾壹錢	
延	七錢	九錢	
宮	七錢		
鹿			



10/11/30

*ERRATA.*

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At page 13, 7 line, Read safely for *safety*.

„ „ 18, 11 „ „ Hakodate for *Hokodate*.

„ „ 23, 15 „ „ Ichinoseki for *Ishinomaki*.

„ Appendix A. „ Counting for *country*.



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